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CONFIDENTIAL INFORMATION REPORT

COUNTRY USSR, Korea, China
SUBJECT Air Information: Soviet Air Transportation from Vladivostok to Points in the USSR, Korea and Manchuria

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH USE OF TRAINED INTELLIGENCE ANALYSTS

Although the Soviet air transportation facilities to and from Vladivostok are provided by ostensibly civilian air lines [?] the Civil Air Fleet, these lines are actually subject to military regulations and supervision and are used for primarily military purposes. Regular flights are scheduled along routes running into North Korea and Manchuria as well as within the USSR. In addition to military supplies, civilian passengers and mail are carried.

2. Planes used most frequently in these transport activities are converted Soviet D B-3 bombers and American B-25 bombers, and A R K planes. The D B-3 is a single low-wing plane with twin air-cooled engines, elevators and rudder streamlined to the body, and with a maximum speed of 420 kilometers per hour. Its cargo capacity is .85 to 1.3 tons and its flying time, six hours.

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[] Note: No information is available on the "A R K."

3. Supplies airlifted from Vladivostok to North Korea consist chiefly of ammunition and clothing in amounts averaging about 400 tons per month. Ammunition and clothing shipped from Vladivostok to Manchuria average about 100 tons per month.
4. The following flights from Vladivostok were regularly scheduled in April 1947:

VIA

[Unstated]

TO

Moscow, USSR

Sofgani (140-35, 49-20) [?] Sovetskaya Gavan, 140-18, 48-58--Aleksandrovsk (142-10, 50-54)--Nikolayevsk (140-42, 53-10)--Ayan (138-10, 56-27) Okhotok (143-18, 59-25)--Note [unlocated]--and Borsetak [?] Bolsheretsk, 156-35, 42-54/. Total distance is 4,000 flight kilometers.

Direct

Khabarovsk (135-06, 46-30)

Vapusk [unlocated]

Grodekovo (131-24, 44-25) and Podgornaya (130-38, 42-24)

Ol'ga (135-15, 43-45)

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Petropavlovsk (158-46, 53-01), USSR

Petropavlovsk, USSR

Mogocha (119-46, 53-45), USSR

Vladimiro-Aleksandrovskeye, USSR [Vladimirovka] (133-04, 42-54)

Voroshilov (131-55, 43-47), USSR*

Tetyukhe (135-51, 44-22), USSR

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[] Note: The route as reported seems quite improbable; it is possible that the order of stops is actually Vladivostok, Voroshilov, Grodekovo and Podgornaya.

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Date: 24 Oct 78 By

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 13 Oct 73 on the subject of regrading of documents to the CONFIDENTIAL level.

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VIA

Pos'yet (130-48, 42-39) and Namam
 (129-41, 41-42), Korea
 Kilohu (129-20, 40-58), Korea
 Pos'yet, Hoeryong (129-45, 42-25), Sinhung
 (127-34, 40-12), Chongju (125-12, 39-42),
 Chinnampo (125-24, 38-44) and Haeju (125-42,
 38-02), Korea
 Direct

TO

Wonsan (127-26, 39-10), Korea
 Pyongyang, Korea

Kaesongni (126-26, 37-58), Korea
 Kaesongni, Korea

☐ Note: The flights to Kaesongni are presumably made to an airfield
 lying north of the 38th parallel.

Pos'yet, Yenchu (129-31, 42-55) and
 Mutanchiang (129-37, 44-35), China
 Hulin (135-15, 43-43), China

Chiamassu (130-21, 46-49), China
 Chiamassu, China

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